

TITLE OF THE INVENTION

METHOD FOR THE FUEL-OPTIMIZED SELECTION OF A THRUSTER CONFIGURATION

CROSS-REFERENCE TO RELATED APPLICATIONS

- 5 This application claims priority to German Patent Application No. 102 36 570.9, which was filed August 8, 2002.

FIELD OF THE INVENTION

The present invention relates to a method for the fuel-optimized selection of a configuration of thrusters on a spacecraft.

10 BACKGROUND OF THE INVENTION

Such a method of fuel optimized selection is known for example from U.S. Patent No. 6,347,262 B1 for the case of a spin-stabilized spacecraft. A configuration of thrusters on a spacecraft, as considered by the present invention, serves in particular the attitude and position correction of the spacecraft. Such an
15 attitude and position correction via the thrusters is known for example from EP 0 750 239 A2.

From EP 0 977 687 we know of a special method for the low-fuel control of an arrangement of thrusters on a spacecraft, wherein for the purpose of finding a low-fuel solution for the control of a convex linear optimization problem is
20 resolved through

- an initialization phase for finding a first permissible solution to the linear optimization problem and
- a subsequent iteration phase, in which, proceeding on the permissible solution to the linear optimization problem, an iterative optimization of an effectiveness criterion takes place.

In this method a dual simplex algorithm is applied, which is supposed to find an optimal solution to the problem through a largely unfocused search method, wherein however it is possible with this method that there is no solution for the currently existing force-moment vector and the present thruster arrangement.

10 From N. Karmakar: A new polynomial time algorithm for linear programming, Combinatorica 4 (4), 1984, p. 373-395 we know of a basic method for solving linear optimization problems of a general form.

SUMMARY OF THE INVENTION

It is an object of the present invention to offer a method for the fuel-optimized selection of a configuration of thrusters on a spacecraft, which permits a focused search of a solution to the linear optimization problem that is permissible in any case. This object is achieved through the features described herein.

The present invention relates to a method for the fuel-optimized selection of a configuration of thrusters on a spacecraft, wherein for the purpose of finding a fuel-optimized solution for the selection process a linear optimization problem, particularly a convex linear optimization problem, is resolved, through

- an initialization phase for finding a first permissible solution to the linear optimization problem and
- a subsequent iteration phase, in which proceeding on the permissible solution to the linear optimization problem an iterative optimization of an effectiveness criterion occurs.

Pursuant to the invention it is provided that

- in each iteration step a scaled iteration gradient is formed and
- the iteration gradient is multiplied with a limiting factor for a maximum iteration threshold, which is formed while taking at least one boundary value condition for a permissible solution into account.

By applying a scaled iteration gradient, instead of a mere search method as in the state of the art, a focused locating process for the optimal solution can take place. When forming the scaled iteration gradient, at least one boundary value condition for a permissible solution may be included. Application of a scaled iteration gradient also largely excludes the circumstance when only a suboptimal solution to the linear optimization problem is found. The fact that linear problems can involve, in particular, a so-called convex problem is basically known, see, for example, the chapter “Linear Programming” at the following internet link of the European Business School of the Schloss Reichartshausen University:

<http://www.ebs.de/Lehrstuehle/Wirtschaftsinformatik/NEW/Courses/Semester2/Math2/>.

By taking the boundary value conditions into account within the framework of the limiting factor, the next iteration solution may be determined. This solution is within a permissible range of values, because the limiting factor allows the iteration step width to be adjusted accordingly so that a boundary value

5 condition is not violated. With a possible consideration of the boundary value conditions within the framework of forming the scaled iteration gradient, the gradient direction may be selected such that a solution that is within a permissible range of values is determined as the next iteration solution.

Furthermore, for the present linear optimization problems it is known that the
10 optimal permissible solution, which corresponds to a coordinate point in a multidimensional space of all permissible solutions that is limited by boundary conditions, is located on the boundary of said limited space. In this manner, the scaled iteration gradient and the limiting factor are preferably adjusted such that an iterative approximation of an optimal point on the delimitation of the
15 multidimensional space of the permissible solutions occurs.

It may now be provided in particular that an upper bound for a permissible solution is defined as a boundary value condition.

Moreover it may be advantageously provided that the iteration gradient is determined with the help of a Gauss elimination, which represents a very fast
20 method.

It may also be provided in particular that in every iteration step a scaling of the iteration gradient takes place such that a gradient component becomes smaller the closer the corresponding component of the result of the previous iteration

step comes to a boundary value condition. In this way, a new scaling operation of the iteration gradient is performed in every iteration step, wherein certain components of the gradient disappear when the corresponding components of the previous iteration solution come very close to a boundary value condition, for example, they become smaller than a first pre-defined distance. Said first distance can also be selected to be infinitesimally small.

Furthermore it may be provided that the iteration phase is terminated as soon as the result of an iteration step exceeds at least one boundary value condition and that the result of the previous iteration step is determined as an optimal solution of the effectiveness criterion. Thus the iteration is terminated if the algorithm leaves the range of permissible solutions, and the last permissible solution is determined as the optimal solution. In this way it is guaranteed in a simple manner that in any case the solution that is determined as the final result of the method is as optimal as possible and is simultaneously permissible.

The iteration phase, however, may also be terminated as soon as the iteration method converges against a permissible solution and the result of a certain iteration step differs from the result of a previous iteration step by less than a second predefined distance, wherein the result of the last iteration step is determined as an optimal solution of the effectiveness criterion.

DETAILED DESCRIPTION OF THE INVENTION

A preferred embodiment of the present invention is presented herein.

A method for the fuel-optimized selection of an arrangement of thrusters on a spacecraft is considered, which is used for attitude and position control of the spacecraft. In order to generate forces and moments that are applied on a spacecraft, for example, in order to be able to govern translation and rotation

5 simultaneously during a docking phase or any other attitude and position control, $n \geq 7$ thrusters are required. The appropriate control signals must then meet the requirements

- of being positive
- of being smaller than a maximum value (in general equal 1).

10 Furthermore, with more than 7 thrusters an effectiveness criterion, which corresponds in general to fuel consumption, may be optimized.

The mathematical formulation thus leads to the following linear optimization problem (LOP):

Searching: thruster control a , for which the following applies:

15 (a) $0 \leq a \leq f$

(b) $T_c a = r$ $\dim T_c = 6 \times n,$

(1) so that the following effectiveness criterion is met:

c) $\sum g_i a_i = g^T a \rightarrow \min$

wherein

20 a: control vector

f: vector that contains the maximum values of a_0

g: vector of the weight factors

$T_c = \begin{pmatrix} f_1, \dots, f_n \\ t_{c1}, \dots, t_{cn} \end{pmatrix}$: weight and momental matrix

r: vector that contains the required forces and moments.

- 5 To apply all LOP solution methods, one permissible solution must be found in an initialization phase, i.e., a vector a_z , which fulfills (1a) and (1b). With the so-called singular value decomposition (abbreviated SVD) of T_c

$$T_c = V \Sigma U_1^T$$

with

10 V: $\left. \begin{array}{l} \\ \end{array} \right\}$ orthogonal matrix

$$U = (U_1, U_2):$$

$$\rightarrow T_c U_2 = 0$$

$\Sigma = \text{diag } \sigma_l > 0$: diagonal matrix of the singular values

all solutions of (1b) can be described as

$$\begin{aligned} 15 \quad a_0 &= \underbrace{U_1 \Sigma^{-1} V^T r}_s + \underbrace{U_2 c}_v \\ (2) \quad &=: U_1 s + v \end{aligned}$$

(2) reveals the following:

- (i) to realize random forces and moments all (σ_l) must be greater than zero,
i.e., T_c must have full rank
- (ii) the first addend is completely determined by r and represents the solution
with minimal norm of (1b)
- 5 (iii) the second addend with the vector c that still has to be determined serves
to fulfill the boundary condition (1a) and to minimize (1c)

From the fact that with the thruster set it must be possible to realize both
positive and negative r , it results from (2) that c_1 and c_2 must exist so that

(a) $a_1 = U_1 s_1 + U_2 c_1 \geq 0$

10 (b) $a_2 = U_1 (-s_1) + U_2 c_2 \geq 0$

(3)

(c) $\rightarrow U_2 (c_1 + c_2) =: U_2 c_p > 0$

i.e., the existence of a random number of vectors c_p with

(4) $v_p = U_2 c_p > 0$

15 is guaranteed. After selecting a certain (a priori fixed) v_p , a_0 may be made
positive pursuant to

(a) $a_0 = U_1 s + v_p k_1 \geq 0,$

(5)

$$(b) \quad k_1 = \max_i \frac{(-U_1 s)i + \varepsilon}{vp_i}, \quad \varepsilon \approx 0.04 > 0$$

wherein ε for numerical reasons was introduced for application of the following optimization steps.

For large right sides r it is possible that (1a, b) has no solution $a \leq f$, therefore

5 the problem that is expanded by x_s is considered

$$(a) \quad T_c a = r (1 - x_s), \quad (b) \quad 0 \leq a \leq f$$

$$0 \leq x_s \leq 1$$

$$(6) \quad (c) \rightarrow (T_c, r) \begin{pmatrix} a \\ x_s \end{pmatrix} = r$$

$$(d) \quad g^T a + g_s x_s \rightarrow \min$$

$$10 \quad (e) \quad g_s \geq g^T f, \text{ so that } x_s \text{ becomes zero if } r \text{ is not too large}$$

This now also allows the upper bound to be adhered to and allows the required permissible starting value for a to be calculated for

$$(a) \quad a_z = a_0 (1 - x_{sz}) = U_1 s (1 - x_{sz}) + v_p k_1 (1 - x_{sz})$$

$$15 \quad (7) \quad (b) \quad x_{sz} = \begin{cases} w, & w > 0 \end{cases}$$

$$0, w \leq 0$$

$$(c) \quad w = \max_i \left\{ 1 - \frac{f_i - \varepsilon}{a_{0i}} \right\}$$

ε here represents a first, for example, infinitesimal, distance.

All subsequent considerations relate to the expanded system (6), wherein however the original description pursuant to (1) is maintained for reasons of simplicity.

- 5 To resolve the LOP a second procedural step now follows, namely an optimization of the efficiency criterion (1c) and/or (6d), which is performed iteratively as follows:

$$a_{i+1} = a_i - D_i \underbrace{U_2^{(i)} U_2^{(i)T}}_{v_{gi}} D_i g \cdot k$$

(a)

10

$$= a_i - v_{gi} \cdot k$$

In this v_{gi} represents the iteration gradient, which is scaled in every iteration step, i.e., in each iteration step the gradient direction is newly determined. Moreover, k represents a limiting factor for the iteration step width, which is determined as follows:

15

(b) $k = \min (k_u, k_0) (1 - \varepsilon)$

(8)

$$(c) \quad k_o = \min_{v_{gi}^{(j)} < 0} \left(\frac{a_i^{(j)} - f_j}{v_{gi}^{(j)}} \right); \quad k_u = \min_{v_{gi}^{(j)} > 0} \left(\frac{a_i^{(j)}}{v_{gi}^{(j)}} \right)$$

This selection of k while taking the boundary value condition $0 \leq a \leq f$ into account ensures that a_{i+1} remains permissible.

$$(d) \quad D_i = \text{diag} \left[a_i^{(j)} \left(1 - \frac{a_i^{(j)}}{f_j} \right) \right], j = 1, \dots, n+1$$

$$(e) \quad U_2^{(0)}: \text{ zero space vectors of } T_c D_i = V^{(0)} \Sigma^{(0)} U_1^{(0)T}$$

$a_1 = a_z$, calculated pursuant to (7).

The essential idea in (8) is the constant scaling of the problem with D_i and the
5 subsequent continuation into the thus modified, on $U_2^{(0)}$ projected, negative
gradient direction, wherein, due to the familiar structure of the problem as a
convex linear optimization problem with an optimal solution on the boundary, it
is guaranteed that the efficiency criterion is reduced in every iteration step. The
iteration is preferably interrupted when the amount of $v_{gi} \cdot k$ drops below a
10 specified threshold as a second distance, i.e., a_i hardly changes any more.

A particular expansion of the present method as compared with the method in
Karmakar consists in taking an additional boundary value problem into account
with every iteration step, here the inclusion of the upper bound f (upper bound
problem) by adding the second factor in D_i and taking the upper bound f into
15 consideration within the framework of the term k_0 in the calculation of k
pursuant to (8b). Up to now, in the Karmakar methods usually complex
expansions of the linear optimization problem with slack variables were offered
with the disadvantage that the dimension of the problem that needs to be solved
is increased considerably. Here the present method represents an essential
20 simplification. Additionally it eliminates the very complex determination of a
permissible solution in the initialization phase, as practiced in Karmakar,

through the suggested initialization phase, which is better adapted to the present problem.

Another advantageous procedural step of the method described here is thus in the constant calculation of v_{gi} , which preferably occurs not through the SVD of

5 $T_c D_i$, but due to (here we use the following simplified depiction: T_c for $T_c D_i$, D for D_i)

$$(a) \quad M = T_c T_c^T = V \Sigma^2 V^T$$

→

$$(b) \quad U_1 U_1^T = T_c^T M^{-1} T_c$$

$$\begin{aligned} 10 \quad v_g &= D U_2 U_2^T D g = D (I - \underbrace{U_1 U_1^T}_b) D g \\ (9) \quad &= D (I - T_c^T M^{-1} T_c) b \end{aligned}$$

(c)

$$= D (b - T_c^T x)$$

with

$$15 \quad (d) \quad Mx = T_c b$$

via the solution from (9d) for x by means of a Gauss elimination. This method is clearly faster than an SVD. For a_0 as well, U_1 is not determined, but U_{1s} is calculated directly pursuant to

$$(e) \quad U_{1s} = U_1 \Sigma^{-1} V^T r = T_c^T M^{-1} r$$

Thus the method consists in the execution of the calculation steps

- | | | |
|-----------------------------|---|----------------|
| - equation (5) with (9e) | } | |
| - equation (7) | | initialization |
| - equation (8) with (9c, d) | } | iteration |

5 Finally additional advantages of the suggested method compared with a simplex
method pursuant to the state of the art are summarized in the following:

- a calculation of a permissible solution can occur with minimal effort (even a_z could already be used as a thruster selection, although it would not be fuel-optimized),
- 10 - the subsequent optimization can be limited to a few steps if necessary when, e.g., the power of the on-board computer is limited,
- experience shows that the optimum on average is achieved with considerably fewer arithmetic operations and generally requires less memory than with a simplex method,
- 15 - in the case of a thruster failure, T_c must be reduced only by the appropriate column, and an appropriate vector v_p must be stored, i.e., in this case only minimal additional memory is required, in contrast to the state of the art,
- by including the upper bound problem in practice problems are avoided
- 20 especially with limited thruster adjusting capacity.